(c) whether it is also a fact that Government have resolved to improve this standard; and

(d) if so, the time limit fixed for this purpose?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (d) There is always scope for improving quality of school and distance education in the country, however, the education system cannot be considered of being low quality. The Government are committed to effecting improvements in the system. However, it is a continuous process, and no time limit can be laid down in this regard.

Use of Hindi in courts

*279. SHRI VIJAY J. DARDA: Will the Minister of LAW AND JUSTICE be pleased to state:

(a) the number of High Courts conducting their business in Hindi;

(b) whether there is any phased programme for the Supreme Court/ High Courts to gradually conduct their judicial work in Hindi; and

(c) if so, whether Government would, in consultation with the Chief Justice of India, lay a time schedule for the same?

THE MINISTER OF LAW AND JU6TICE (SHRI H.R. BHARDWAJ): (a) to (c) Article 348 (1) (a) of the Constitution of India provides that all proceedings in the Supreme Court and in every High Court shall be in English language until Parliament by law otherwise provides.

Under Article 348(2), the Governor of the State may with the previous consent of the President, authorize the use of the Hindi language or any other language used for any official purpose of State, in the proceedings of the High Court having its principal seat in that State.

In four States namely; Bihar, Uttar Pradesh, Madhya Pradesh and Rajasthan the use of Hindi language has been authorized for the proceedings of the Hingh Courts.

No law has since been made in this regard by the Parliament, therefore, English continues to be the language for all the proceedings of the Supreme Court.

The matter of use of Hindi in the proceedings of the Supreme Court has been examined by the Department of Official Language in consultation with the Registry of the Supreme Court. With respect to a reference made by Department of Official Language, the Registrar, Supreme Court of India

intimated that the point of introduction of optional use of Hindi in the hearing and proceedings in the Supreme Court has been considered by the full Court twice i.e. on 10.4.1990 and 26.9.1996. However, after ascertaining the views of the Bar Council of India, Supreme Court Bar Association and the Supreme Court Advocates-on-Records Association, it was unanimously resolved that it was not practically feasible to introduce Hindi in the proceedings of the Supreme Court on the ground that matters in this court are filed from all parts of the country and Hindi Language is used only in Northern India. If introduced, it will cause great difficulties to the litigants, hon'ble Judges as well as Bar members, particularly to those who hail from Southern region of the country.

Master Plan for UTs

*280. SHRIMATI SUKHBUNS KAUR: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Governmnt have lately drawn out a Master Plan 2021 for Chandigarh, Delhi and other Union Territories;

(b) if so, the features thereof; and

(c) the provisions made for the commercial and industrial areas and their proximity and integration with the residential areas?

THE MINISTER OF URBAN DEVELOPMENT (SHRI S. JAIPAL REDDY): (a) and (b) City Master Plans are prepared by the respective Union Territory Administrations. Based on information received from these Administrations, the present status of Master Plans for these cities is given below:-

For Delhi, the Delhi Development Authority (DDA) has prepared the Draft Master Plan for Delhi (MPD)-2021, which has envisaged to make Delhi a Global Metropolis and a world-class city, where all the people are engaged in productive work with a decent standard of living and quality of life in a sustainable environment. Main features of the Draft Master Plan for Delhi (MPD)-2021 are:-

(i) Provision of adequate, housing, particularly for the weaker sections of the society;

(ii) Emphasis on re-development of existing urban area;

(iii) Intensification of development along major transport corridors in the identified influence zone;